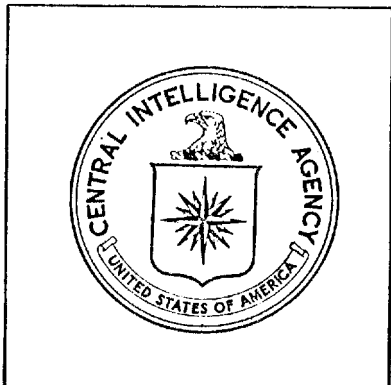


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*USSR Degrades Intelligence Value
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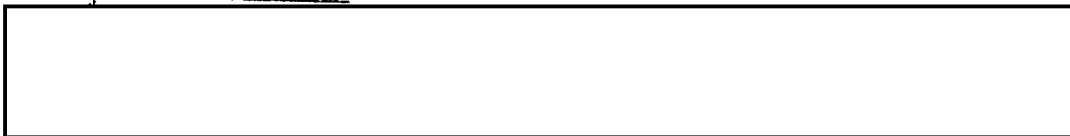
Central Intelligence Agency
Directorate of Intelligence
September 1973

USSR DEGRADES INTELLIGENCE VALUE
OF ANNUAL RAILROAD ATLAS

1. The 1972 Schematic Railroad Atlas of the USSR (Atlas Skhem Zheleznikh Dorog SSR) omits much valuable detailed data that appeared in previous editions of the atlas. This is in line with previous Soviet measures to generalize and abridge official railroad timetables and transportation maps of the USSR and seems designed to reduce the intelligence value of the atlas. The atlas, which consists of a series of route maps and a gazetteer of railroad stations, is published yearly in handbook form for use by the general public. Editions prior to 1972 are entitled Railroads of the USSR: Routes and Stations (Zheleznnye Dorogi SSSR, Napravleniya i Stantsii).

2. The number of railroad stations shown in the 1972 atlas has been reduced by approximately three-fourths, 2,680 stations as compared to some 10,000 in earlier editions. Between Moscow and Leningrad, for example, only 29 intermediate stations are identified in 1972; in the 1971 atlas 68 stations are shown. (See map, following text.) In addition, the number of distance measurements along rail lines has been reduced to less than half by showing distances for longer stretches along the routes.

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3. Geographic features that serve as reference points for railroad alignments (tributaries, smaller streams, and lakes along the route) also have been eliminated on some route maps and reduced by two-thirds on others. Thus, along the rail line between Barnaul and Semipalatinsk, in the Altai and Eastern Kazakhstan, hydrographic features shown in 1971 -- most of the Ob' and the Aley, Charysh, and Barnaulka Rivers, as well as Gor'koye and Gor'koye-Peresheyechnoye Lakes -- have been removed.

4. In the Soviet effort to degrade information in the 1972 issue of the railroad atlas, secondary lines, branch lines, and spurs have been omitted. For example, between Moscow and Leningrad, all nine branch and spur lines that were previously shown are now omitted, as are all three between Achinsk I and Abakan. Loss of this type of information decreases the utility of the atlas as a source for confirming or identifying new railroad lines. In addition, the 1972 atlas does not include the detailed railroad map of the Moscow region, which in earlier editions identified all of Moscow's railroad stations and the outer belt line as well as all primary and secondary railroads in the area. The 1972 version of the atlas also fails to provide coverage for Sakhalin Island. Earlier editions (1968, 1969, 1971) included a strip map of the railroad network of the southern half of the island.

5. Individual route maps and the two schematic orientation maps in the introductory portion of the new atlas -- one of the European USSR, and one covering the Urals, Siberia, Central Asia, and the Far East -- no longer identify rail lines as routes for fast passenger trains (trassy skorykh poyezdov), routes for slow passenger trains (trassy passazhirskikh poyezdov), or routes for freight-passenger and suburban trains (trassy gruzo-passazhirskikh i prigorodnykh poyezdov). Instead, trunk lines are merely identified as main routes (osnovnyye marshruty or osnovnyye napravleniya) and supplementary routes (dopolnitel'nyye napravleniya).

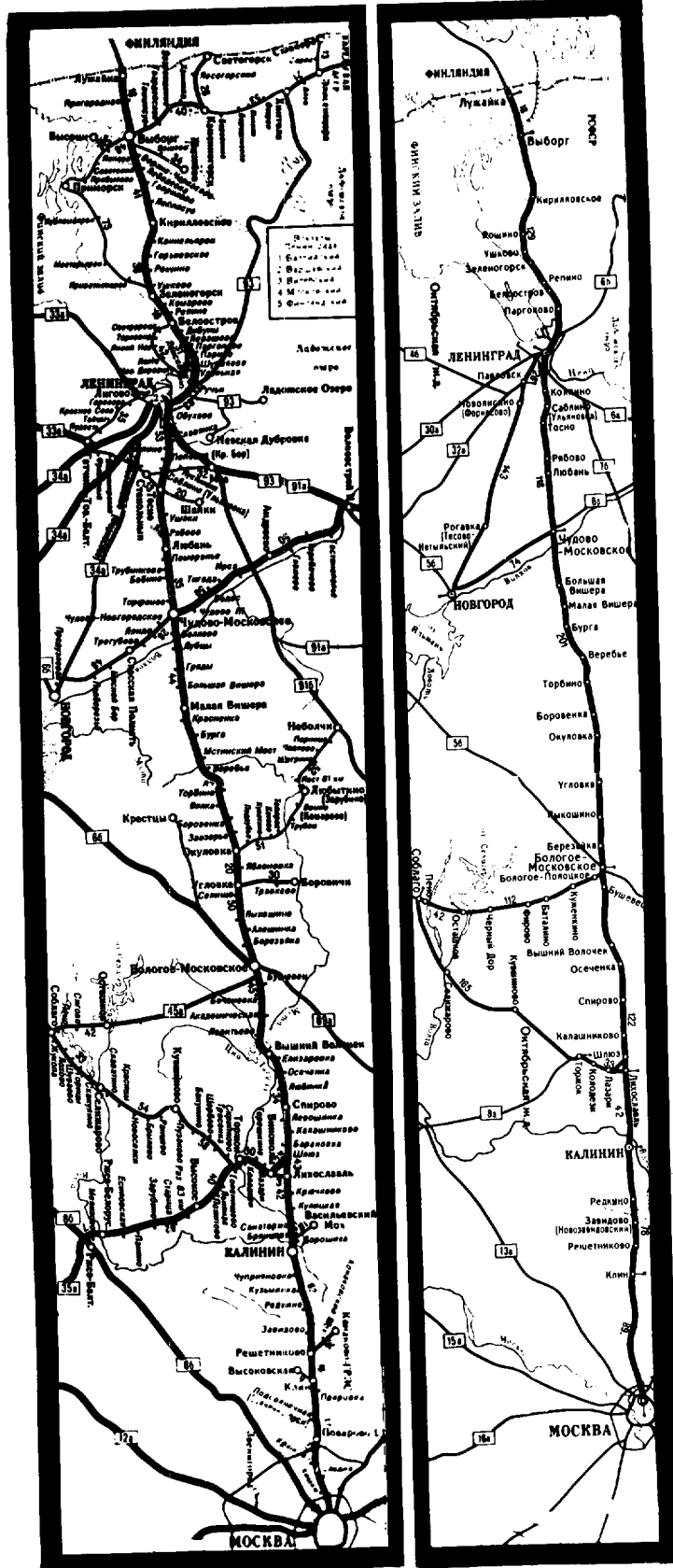
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6. The degradation of information in the 1972 railroad atlas has seriously reduced its usefulness as a railroad research aid. The atlas was a convenient and well organized reference. It will be difficult and time-consuming to compile similar information from other fragmentary sources. Earlier editions, however, particularly that of 1971, are still reliable sources for identifying railroad stations and determining the track-side location of stations and the accuracy of railroad alignment as well as locating branch lines and spurs.

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1971

1972



SOVIET YEARLY RAILROAD PUBLICATION

"ATLAS SKHEM ZHELEZNIKH DOROG SSR"

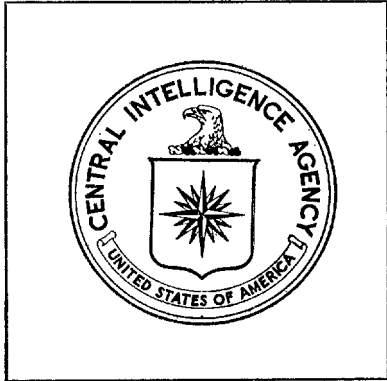
Leningrad-Moscow route map. Branch lines, spurs, small stations, the trackside locations of other stations, and hydrographic features have been omitted from the 1972 Schematic Railroad ATLAS.

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